

remembered, a small boat was sunk into the water with a hostile steam launch, after rescuing the crew, but a great deal of the captured prisoners, they, to a man, jumped and swam about until pursuing their own side picked them up, so Britons, they determined they never, never would be slaves?"

Mails.

NORTHERN PACIFIC STEAMSHIP
AND RAILROAD COMPANIES.

PROPOSED SAILINGS FROM HONGKONG, 1893.

(Subject to Alteration).	
Tacoma	Saturday May 6.
Mogul	Saturday May 27.
Victoria	Saturday June 17.
Tacoma	Tuesday July 18.
Mogul	Tuesday August 8.
Victoria	Tuesday August 29.

THE Steamship **TACOMA**, Captain H.M., sailing at Noon, on SATURDAY, the 6th May, will proceed to VICTORIA, B.C., and TACOMA, via INLAND SEA, KORE, and YOKOHAMA. Through Bills of Lading issued to Japan, Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the care of The General Agent Northern Pacific Railroad, Tacoma, Wash. Parcels must be sent to our Office with address marked in full by 3 p.m., on the day previous to sailing.

For further information as to Passage or Freight, apply to

DODD, WELLS, CARROLL & Co., Agents.

Hongkong, April 29, 1893. 635

Occidental & Oriental Steam-
Ship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

PROPOSED SAILINGS FROM HONGKONG, 1893.
Gaelic, v. Honolulu, THURSDAY, May 6.
Belgic, v. Honolulu, THURSDAY, June 8.
Oceanic, v. Honolulu, THURSDAY, June 27.

THE Steamship **Gaelic** will be despatched for SAN FRANCISCO, via NAGASAKI, KORE, YOKOHAMA, and HONOLULU, on TUESDAY, the 9th May, at Daylight, connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passengers Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rules may be obtained upon application.

Transit Tickets issued passengers to Europe or to cities in the United States or Canada are good for transportation to the Missouri River by the Central and Union Pacific Railways only. East of the Missouri River, passengers have the choice of various Railway lines to New York, and Chicago, St. Louis, Niagara Falls, Washington, Philadelphia, etc.

Particulars of the various routes can be obtained on application. Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All Parcel Packages should be marked to address in full, and same will be received at the Company's Office until 5 p.m. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, in duplicate, to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 72, Queen's Road Central.

J. S. VAN BUREN, Agent.
Hongkong, April 27, 1893. 741

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THE Steamship **SUTLEY**, Captain W. D. G. WORCESTER, R.N.R., carrying Her Majesty's Mails, will be despatched from this for LONDON, via BOMBAY, on THURSDAY, the 11th May, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay without transshipment.

Parcels will be received at this Office until 4 p.m. on the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to

H. IL JOSEPH, Superintendent.

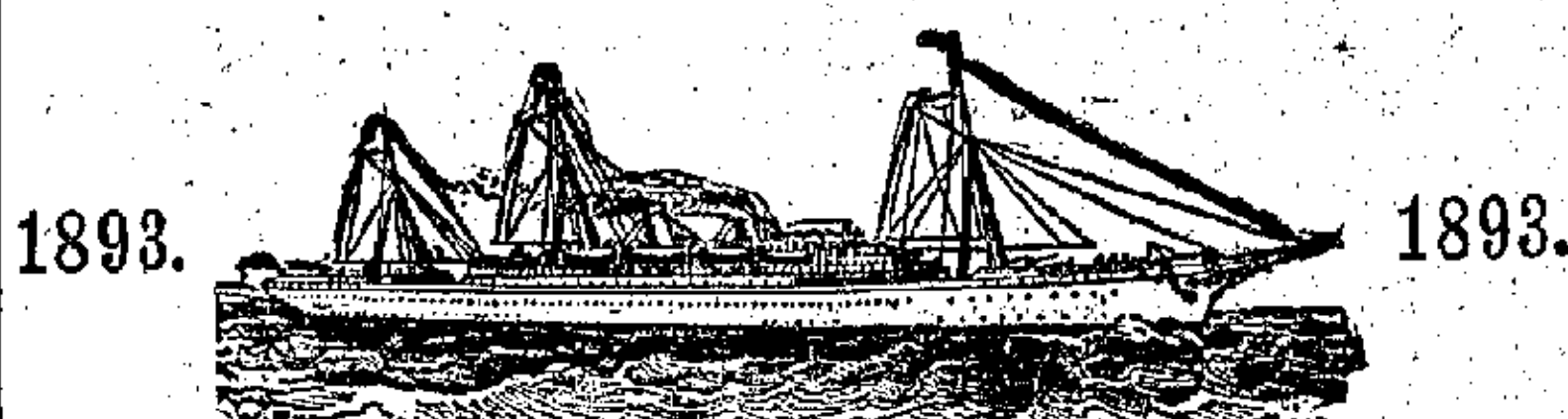
P. & O. S. N. Co.'s Office, Hongkong, April 27, 1893. 763

SAILOER'S HOME.

ANY Cast-off Clothing, Books, or Papers will be thankfully received at the Sailors' Home, West Point.

Address: Care of SUPERINTENDENT.

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES. (Calling at SHANGHAI, NAGASAKI, KORE, YOKOHAMA & VICTORIA, B.C., Twin Screw Steamers—10,000 Horse Power.)

PROPOSED SAILINGS FROM HONGKONG.
EMPRESS OF JAPAN, 8,000 do. WEDNESDAY, 24th May.
EMPRESS OF CHINA, 8,000 do. WEDNESDAY, 14th June.

THE STEAMERS of this Line pass through the famous INLAND SEA OF JAPAN, and call at VICTORIA, B.C. to land and embark passengers. The Mountain Scenery on the Canadian Pacific Railway surpasses that of any other Trans-Continental Route.

Passengers booked to all the principal points in Canada and United States, and also through to Great Britain and the Continent of Europe at current rates, with passengers' choice of Atlantic Line.

Special Rates (first-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, and to European officials in service of China or Japan.

The Canadian Pacific Railway is the only Trans-continental Line extending from the Pacific to the Atlantic Seaboard, and running its own sleeping coaches through without change. The Dining Cars and Mountain Hotels on the Route are owned by the Company and their appointments and cuisine are unequalled.

The Steamers on the Pacific and all Day, Sleeping and Dining Cars are comfortably heated by Steam during the Winter Season.

For further information as to Passage and Freight, apply to

E. HOLLOWAY, General Agent.

Hongkong, February 20, 1893. 216

Mails.

U. S. Mail Line.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Peking, (via Nagasaki, Inland Sea, Kobe, Yokohama & Honolulu) THURSDAY, May 18.

China, (via Nagasaki, Inland Sea, Kobe, Yokohama & Honolulu) TUESDAY, May 30.

Peru, (via Nagasaki, Inland Sea, Kobe, Yokohama & Honolulu) SATURDAY, June 17.

THE U. S. Mail Steamship **CITY OF PEKING** will be despatched for SAN FRANCISCO, via NAGASAKI, KORE, INLAND SEA, YOKOHAMA, and HONOLULU, on THURSDAY, the 18th May, at 1 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passengers Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

First Class Passengers have full choice of any of the Overland Routes, including CENTRAL PACIFIC, SOUTHERN PACIFIC, UNION PACIFIC, NORTHERN PACIFIC, and DENVER and RIO GRANDE RAILWAYS. They can also travel over the CANADIAN PACIFIC RAILWAY, on payment of \$10 in addition to the regular tariff rate.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All Parcel Packages should be marked to address in full, and same will be received at the Company's Office until 5 p.m. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, in duplicate, to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 72, Queen's Road Central.

J. S. VAN BUREN, Agent.
Hongkong, April 27, 1893. 741

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H. IL JOSEPH, Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, April 27, 1893. 763

SAILOER'S HOME.

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Address: Care of SUPERINTENDENT.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing at Green Island. Vessels near the Hongkong shore are marked A, near the Kowloon shore B, and those in the body of the shipping or midway between each shore are marked C, in conjunction with the figures denoting the sections.

- Section.
1. From Green Island to the Gas Works.
 2. From Gas Works to Jardine's Wharf.
 3. From Jardine's Wharf to the Harbour Master's Office.
 4. From Harbour Master's Office to the P. and O. Co.'s Office.
 5. From P. and O. Co.'s Office to Peddar's Wharf.
 6. From Peddar's Wharf to the Naval Yard.
 7. From Naval Yard to Blue Buildings.
 8. From Blue Buildings to East Point.
 9. From East Point to North Point.
 10. Kowloon Wharves.
 11. Jardine's Wharf.

Vessel's Name.	Agent.	Flag and Reg.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Steamers.							
Ajax	5	Heath	Brit.	1477	May 2	Butterfield & Swire	Shanghai
Alvina	3	Petersen	Ger.	400	May 1	Wiel & Co.	Hohow
Amigo	2	Bendixen	Ger.	771	April 30	Wiel & Co.	Saigon
Assago	8	Selck	Japan.	1568	May 1	Mitsui Bussan Kaisha	Nagasaki, &c.
Atiolo	3	Watson	Brit.	1470	May 1	Order	
Banader	3	McIntosh	Brit.	1283	May 1	Gibb, Livingston & Co.	
Banfield	8	Clark	Brit.	1481	May 1	Chinese	
Benford	8	Thomson	Brit.	1581	April 27	Gibb, Livingston & Co.	
Bernida	6	Assalido	Italian	1694	May 1	Carlovitz & Co.	
Cedar Branch	8	Pitchers	Brit.	1645	May 3	Dodwell, Carill & Co.	
Changsha	8	Williams	Brit.	1468	April 29	Butterfield & Swire	
Charters Towan	8	Murray	Brit.	1308	April 29	Mitsui Bussan Kaisha	
Cheng Hye Tong	8	Clark	Brit.	1481	May 1	Chinese	
Chow Fook	3	Phillips	Brit.	1057	May 1	Yuen Fat Hong	Hohow, &c.
Diamond	3	Thow	Brit.	1131	May 1	Chinese	Amoy
Fidelo	3	Andersen	Ger.	742	April 29	Melchers & Co.	Bangkok
Formosa	3	Hall	Brit.	574	April 29	Douglas Steamship Co.	Swatow, &c.
Frances	8	Thompson	Norw.	1147	May 1	Dodwell, Carill & Co.	Majo
Gaelic	5	Peacro	Brit.	1290	April 26	Arnold, Karberg & Co.	Hohow, &c.
Freer	5	Peacro	Brit.	2997	April 20	O. S. S. Co.	San Francisco
Independent	5	Schäfer	Ger.	1195	April 22	Wiel & Co.	Singapore
Ingraham	3	Piper	Ger.	896	May 2	Wiel & Co.	
Kong Bang	3	Jackson	Brit.	892	April 18	Yuen Fat Hong	
Libelle	5	Grant	Brit.	855	April 22	Siemens & Co.	Bangkok
Lavang	3	Fraser	Brit.	1454	April 28	Chinese	Saigon
Medicis	5	Lehmann	Ger.	782	May 1	Siemens & Co.	Shanghai
Nürnberg	10	Blanka	Ger.	2007	April 30	Melchers & Co.	
Oceanic	5	Bratell	Foh.	2080	May 3	Messageries Maritimes	Shanghai
Paiyang	5	Köhler	Ger.	862	April 22	Siemens & Co.	
Pompey	3	Johannsen	Ger.	1541	May 1	Siemens & Co.	Saigon
Pilot Fish	1	Stopan	Brit.	161	April 24	H. K. & W. Dock Co.	
Propontis	3	Farand	Brit.	1687	Mar. 14	Arnold, Karberg & Co.	Bangkok
Protos	3	Johannsen	Ger.	1055	April 28	Butterfield & Swire	Nagasaki
Ravenna	10	Browne	Brit.	1915	April 24	P. & O. S. N. Co.	
Riversdale	8	Peck	Brit.	1311	April 26	Dodwell, Carill & Co.	Hohow, &c.
Romulus	5	McIntosh	Brit.	1283	May 1	Gibb, Livingston & Co.	
Tacoma	5	Hill	Brit.	1681	April 26	Dodwell, Carill & Co.	Tacoma
Tai-chong	8	Spiesen	Ger.	822	April 29	Yuen Fat Hong	